

The Hongkong Telegraph.

No. 2151.

WEDNESDAY, FEBRUARY 6, 1889.

SIX DOLLARS
PER QUARTER

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$7,500,000
RESERVE FUND 4,000,000
RESERVE LIABILITY OF PROPRIETORS 7,500,000

COURT OF DIRECTORS.—
CHAIRMAN—Hon. JOHN BELL IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. POESNECKER, Esq.
J. F. HOLLIDAY, Esq. N. A. SIBS, Esq.
B. LAYTON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER,
HONGKONG—G. E. NOBLE, Esq.

MANAGER,
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT AT the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS—
For 3 months, 3 per cent. per Annum.
For 6 months, 4 per cent. per Annum.
For 12 months, 5 per cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

G. E. NOBLE,
Chief Manager,
Hongkong, 1st January, 1889.

**RULES
OF THE
HONGKONG SAVINGS
BANK.**

THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
SUMS LESS THAN \$1, OR MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

INTEREST at the rate of 3 1/2% per annum will be allowed to Depositors on their daily balances.

EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded by the various British Post Offices in Hongkong and China.

WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

G. E. NOBLE,
Chief Manager,
Hongkong, 1st January, 1889.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL \$2,000,000.
PAID-UP CAPITAL 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, FORWARDS BILLS FOR COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:

Fixed for 12 months, 5 per cent. per Annum.

6 " 4 "

ON CURRENT DEPOSIT ACCOUNTS 3 per cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager,
HONGKONG BRANCH.

NOTICE.

HONGKONG & WHAMPoa DOCK COMPANY, LIMITED.

SHIPMasters AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to satisfy the cause of dissatisfaction.

D. GILLIES,
Secretary.

Montgomery, 12th January, 1889.

Intimations.



FOR THE RACES.

FASHIONABLE TWEED SUITINGS, TROUSERINGS COATINGS, VESTINGS, SILK and MERINO HOSIERY, LONG CLOTH SHIRTS LINEN COLLARS, DERBY SCARFS, GOODWOOD TIES, TERAI and FELT HALTS, BOOTS, SHOES, GLOVES, &c., &c.

FOR THE RACES.

RACING JACKETS and CAPS, (SILK or SATIN), RIDING BREECHES, RIDING BOOTS and TOPS, RACING and other SADDLES, SADDLE CLOTHS, BRIDLES and BITS, SUITS of CLOTHING, RIDING WHIPS, CURRY COMBS, BRUSHES, and all STABLE REQUISITES.

FOR THE RACES.

JAUNAY'S CHAMPAGNES, "ROYAL BLEND" and "SPECIAL SELECTED" WHISKIES, BRANDIES, GIN, PORTS, SHERRIES, CLARETS, EMPIRE PALE ALES, EMPIRE EXTRA STOUT, FINEST BRANDS of CIGARS, and CIGARETTES, TOBACCO.

ALSO,

AN ENTIRELY NEW STOCK of SMOKER'S REQUISITES.

THE FALL & BOLTZ CO-OPERATIVE LTD.

Hongkong, 26th January, 1889.

Shipping.

STAEMERS.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking cargo at through rates to PERSIAN GULF and BAGDAD. THE Company's Steamship

"BISAGNO"

will be despatched as above on SATURDAY, the 9th February.

At Bombay the Steamers are discharging in Victoria's Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 5th February, 1889. [118]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HOEI DAH, MASSAU, SUAKIN, YEDDAB, SUEZ, PORT SAID, BRINDISI & TRIESTE (TAKING cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS). THE Company's Steamship

"MARIA TERESA"

Captain F. Cossovich, will be despatched as above on TUESDAY, the 12th inst., at NOON.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH, Agent.

Hongkong, 2nd February, 1889. [166]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA. THE Steamship

"CARDIGANSHIRE"

will be despatched for the above Ports, on the 10th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 4th February, 1889. [163]

FOR NEW YORK.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE Canadian Steamship

"BATAVIA,"

2558 Tons Register, Auld, Commander, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on SATURDAY, the 9th February, at NOON.

To be followed by the S.S. "PARTHIA" on 7th March and S.S. "ABYSSINIA" on 4th April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco and Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria, (Mex.) \$16.00.

To San Francisco, \$17.50.

To all Common Points in Canada, \$20.00.

and the United States, \$23.00.

To Liverpool, \$30.00.

To London, \$35.00.

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consider Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 26th January, 1889. [164]

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAking CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY

AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE Canadian Steamship

"STRATHLEVEN,"

C. W. Pearson, Commander, will be despatched for the above Port, on or about the 15th inst.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 1st February, 1889. [153]

FOR NEW YORK.

THE 3/3 I. I. American Ship

"PACTOLUS,"

Bunham, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co., Agents.

Hongkong, 22nd December, 1888. [165]

FOR NEW YORK.

THE 3/3 I. I. American Ship

"JOHN NICHOLSON,"

W. Quine, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co., Agents.

Hongkong, 19th December, 1888. [154]

SAILING VESSELS.

FOR LONDON AND HAMBURG.

THE A. I. British Bark

"JOHN NICHOLSON,"

W. Quine, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co., Agents.

Hongkong, 1st February, 1889. [155]

FOR NEW YORK.

THE 3/3 I. I. American Ship

"STATE OF MAINE,"

G. Small, Master, will load here for the above Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co., Agents.

Hongkong, 19th December, 1888. [166]

FOR NEW YORK.

THE 3/3 I. I. American Ship

"STATE OF MAINE,"

G. Small, Master, will load here for the above Port, and will have a quick despatch.

For Freight, apply to

PUSTAU & Co., Agents.

Hongkong, 19

ever may have been true of the palmy days of the Chou dynasty, and of those which preceded it, there can be no doubt that very little praying is done in the present day, either by husbandmen, or any other private individuals, for rain which is to be applied first on the public fields. The Chinese Government, as we are often reminded, is patriarchal in its nature, and demands filial obedience from its subjects. A plantation negro who had heard the saying 'Every man for himself, and God for us all,' failed to reproduce the precise shade of its thought; in his own modified version as follows, 'Every man for himself, and God for himself.' This new form of an old adage contains in a nutshell the substance of the views of the average Chinese, with regard to the powers that be. 'I, for my part, am obliged to look out for myself,' he seems to think, if indeed he besows any thought whatever on the government at all, and 'the government is old enough and strong-enough to take care of itself without any help of mine.' The government, on the other hand, although patriarchal, is much more occupied in looking after the patriarch, than in caring for the patriarch's family. Generally speaking, it will do very little to which it is not impelled by the danger, if it does nothing at first, of having to do all the more at a later date. The people recognise distinctly that the prospective loss of taxes is the motive force governmental efforts to mitigate disasters such as the continual outbreaks of irrepressible rivers. What the people do for themselves in endeavouring to prevent calamities of this sort, is due to the instinct of self-preservation, for the people thus make sure that the work is done, and also escape the numberless exactions which are sure to be the invariable concomitants of government energy, locally applied.

No more typical example could be selected of the neglect of public affairs by the government, the absence of public spirit among the people, than the conditions of Chinese roads. There are abundant evidences in various parts of the empire, that there once existed great imperial highways connecting many of the most important cities, that these highways were paved with stone and bordered with trees. The ruins of such roads are found not only in the neighbourhood of Peking, but in such remote regions as Hunan and Sze-chuen. Vast sums must have been expended on their construction, and it would have been comparatively easy to keep them in repair, but this has been uniformly neglected, so that the ruins of such highways present serious impediments to travel, and the tracks have been abandoned from sheer necessity. It has been supposed that this decay of the great lines of traffic took place during the long period of disturbances before the close of the Ming dynasty, and at the beginning of the present Manchu line, but making all due allowance for political convulsions, two hundred and fifty years is surely a period sufficiently long in which to restore the arteries of the empire. No such restoration has either taken place or been attempted, and the consequence is the state of things with which we are too familiar. The attitude of the government is handsomely matched by that of the people, who each and all are in the position of one who has no care nor responsibility for what is done with the public property, so long as he personally is not the loser. In fact the very conception that the roads, or that anything belongs to 'the public' is totally alien to the Chinese mind. The 'streams and mountains,' (that is the empire), are supposed to be the property in fee simple of the Emperor for the time, to have and to hold as long as he can. The roads are his too, and if any thing is to be done to them, let him do it. But the greater part of the roads do not belong to the Emperor, in any other sense than that in which the farms of the peasants belong to him, for these roads are merely narrow strips of farms devoted to the use of those who wish to use them, not with the consent of the owner of the land, for that was never asked, but from the force of necessity. The entire road belongs to some farm, and pays taxes like any other land, albeit the owner derives no more advantage from its use than does any one else. Under these circumstances, it is evidently the interest of the farmer to restrict the roads as much as he can, which he does by an extended system of ditches and banks designed to make it difficult for any one to traverse any other than the narrow strip of land which is indispensable for communication. If the heavy summer rains wash away a part of the farm into the road, the farmer goes to the road and digs his land out again, a process which combined with natural drainage and the incessant dust-storms, results eventually in making the road a canal. Of what we mean by 'right of way' no Chinese has the smallest conception.

Travellers on the Peiho river, between Tientsin and Peking, have sometimes noticed in the river little flags, and upon inquiry have ascertained that they indicated the spots where torpedoes had been planted, and that passing boats were expected to avoid them! A detachment of Chinese troops engaged in artillery practice, has been known to train their cannon directly across one of the leading highways of the empire, to the great interruption of traffic and to the terror of the animals attached to carts, the result being a serious runaway accident.

A man who wishes to load or to unload his cart, leaves it in the middle of the road-way, while the process is going on, and whoever wishes to use the road, must wait until the process is completed. If a farmer has occasion to sell a tree he allows it to fall across the road; travellers can carry until the trunk is chopped up and removed.

The free and easy ways of the country districts are well matched by the encroachments upon the streets of the cities. The wide streets of Peking are lined with stalls and booths which have no right of existence, and which must be summarily removed if the Emperor happens to pass that way. As soon as the Emperor has passed, the booths are in their old places. The narrow passages which serve as streets in most Chinese cities, are choked with every form of industrial obstruction. The butcher, the barber, the periatic cook with his travelling restaurant, the carpenter the cooper, and countless other workmen, plant themselves by the side of the tiny passage which throbs with the life of a great metropolis, and do all they can to form a strangulating clot. Even the women bring out their quilts and spread them on the road, for they have no space so broad in their snugious courts. There is very little which the Chinese do at all, which is not at some time done on the street. Not are the obstructions to traffic of a movable nature only. The carpenter leaves a pile of huge logs in front of his shop, the dyer hangs up his long bolts of cloth, and the flour-dealer his strings of vermicelli across the principal thoroughfare, for the space opposite to the shop of each belongs not to an imaginary 'public,' but to the owner of the shop. The idea that this alleged ownership of the avenues of locomotion entails any corresponding duties in the way of repair, is not one which the Chinese mind, in its present stage of development, is capable of taking in at all. No one individual, even if he were disposed to repair a road, (which would never happen), has the time or the material wherewithal to do it, and for many persons to combine for this purpose, would be totally out of the question, for each would be in deep anxiety lest he should do more of the work, and receive less of the benefit, than some other person. It would be very easy for each local magistrate to require the villages lying along the line of the main highways or within a reasonable distance

thereof, to keep the important arteries of travel passable at almost all seasons, but it is doubtful whether this idea ever entered the mind of any Chinese official. Nor only do the Chinese feel no interest in that which belongs to the 'public,' but all such property, if unprotected and available, is a mark for theft. Paving stones are carried off for private use, and square rods of the brick facing to city walls, gradually disappear. A wall enclosing a foreign cemetery in one of the ports of China was carried away till not a brick remained, as soon as it was discovered that the place was in charge of no one in particular. It is not many years since an extraordinary sensation was caused in the Imperial palace in Peking by the discovery that extensive robberies had been committed on the copper roofs of some of the buildings within the forbidden city. It is a common observation among the Chinese, that within the Eighteen Provinces, there is no one so imposed upon and cheated, as the Emperor. The question is often raised whether the Chinese have any patriotism; and it is not a question which can be answered in a word. There is undoubtedly a strong national feeling, especially among the literary classes, and to this feeling much of the hostility exhibited to foreigners and their inventions is to be traced. But that any considerable body of Chinese are actuated by a desire to serve their country, because it is their country, aside from the prospect of emolument, is a proposition which will require much more proof than has yet been offered to secure its acceptance by any one, who knows the Chinese. It need not be remarked that a Chinese might be patriotic, without taking much interest in the fortunes of a Tartar dynasty like the present, but there is the best reason to think that whatever the dynasty might happen to be, the feeling of the mass of the nation would be the same as it is now: a feeling of profound indifference.

The key-note to this view of public affairs was sounded by Confucius himself, in a pregnant sentence, found in the *Analects*; 'The Master said: He who is not in an office has no concern with plans for the administration of its duties.' To our thought these significant words are partly the result and to a very great degree the cause of the constitutional unwillingness of the Chinese to interest themselves in matters for which they are in no way responsible. M. Huie gives an excellent example of the spirit to which every reader will be able to adduce parallels. 'In 1851, at the period of the death of the Emperor Tao Kuang, we were travelling on the road from Peking, and one day when we had been taking tea at an inn in company with some Chinese citizens, we tried to get up a little political discussion. We spoke of the recent death of the Emperor, an important event, which of course must have interested everybody. We expressed our anxiety on the subject of the succession to the Imperial throne, the heir to which was not yet publicly declared. Who knows, said we, 'which of the three sons of the Emperor will have been appointed to succeed him? If it should be the eldest, will he pursue the same system of government? If the younger, he is still very young, and it is said that there are contrary influences, two opposing parties at court; to which will he lean?' We put forward, in short, all kinds of hypotheses, in order to stimulate these good citizens to make some observation. But they hardly listened to us. We came back again to the charge, in order to elicit some opinion or other, on questions that really appeared to us of great importance. But to all our piquant suggestions they replied by shaking their heads, puffing out whiffs of smoke, and taking great gulps of tea. This apathy was really beginning to provoke us, when one of these worthy Chinese, getting up from his seat, came and laid his two hands on our shoulders in a manner quite paternal and said, smiling rather ironically, 'Listen to me, my friend! Why should you trouble your heart and fatigue your head by all these vain surmises? The mandarins have to attend to affairs of State; they are paid for it. Let them earn their money then. But don't let us torment ourselves about what does not concern us. We should be great fools to want to do political business for nothing.'

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Passenger by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

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THE HONGKONG TELEGRAPH, WEDNESDAY, FEBRUARY 6, 1889.

Commercial.

CLOSING QUOTATIONS.
Hongkong and Shanghai Bank—169 per cent.
premium, buyers.
Union Insurance Society of Canton—\$120 per
share, sellers.
China Traders' Insurance Company—\$81 per
share, buyers.
North China Insurance—Tls. 290 per share,
buyers.
Canton Insurance Company, Limited—\$120 per
share, sellers.
Yangtze Insurance Association—Tls. 97 per
share, buyers.
Chinese Insurance Company—\$165 per share,
buyers.
On Tai Insurance Company, Limited—Tls. 150,
per share.
Hongkong Fire Insurance Company—\$365 per
share, buyers.
China Fire Insurance Company—\$82 per share,
buyers.
Hongkong and Whampoa Dock Company, 36
per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—
\$22 per share, ex. div., sellers.
China and Manilla Steam Ship Company—175
per share, buyers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$170 per share,
nominal.
Indo-China Steam Navigation Company,
Limited—121 per cent. dis., buyers.
Doughs Steamship Company—\$70 per share,
buyers.
China Sugar Refining Company, Limited—\$207
per share, buyers.
Luron Sugar Refining Company, Limited—\$90
per share, sellers.
Hongkong Ice Company—\$97 per share, sellers.
Hongkong and China Bakery Company, Limited,
—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$121 per
share, sellers.
A. S. Watson & Co., Limited—100 per cent.
premium, sellers.
Chinese Imperial Loan of 1884 B—2½ per cent.
premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent.
premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent.
premium.
Hongkong Rope Manufacturing Company,
Limited—\$99 per share, buyers.
Perak Tin Mining and Smelting Company—\$5
per share, nominal.
Punjom and Sunghe Dua Samantan Mining Co.—
\$11 per share, sellers.
Hongkong and Kowloon Wharf and Godown
Company—91 per cent. premium, buyers.
Tonquin Coal Mining Co.—100 per cent. premium,
buyers.
The Hongkong High-Level Tramway Co.,
Limited—250 per cent. premium, nominal.
The East Borneo Planting Co., Limited—\$50
per share, sellers.
The Songhai Koyah Planting Co., Ltd.—\$42 per
share, sellers.
Cruckshank & Co., Ltd.—\$45 per share, sellers.
The Steam Launch Co., Limited—100 per cent.
premium, nominal.
The Austin Arms Hotel and Building Co., Ltd.—
20 per cent dis., buyers.
The China-Borneo Co., Ltd.—30 per cent.
premium, sellers.

EXCHANGE.

	LONDON	BANK, T. T.	3/0
Bank Bills, on demand	3/0	Bank Bills, at 30 days' sight	3/0
Bank Bills, at 4 months' sight	3/0	Credits at 4 months' sight	3/1
Documentary Bills, at 4 months'		sight	3/1
ON PARIS—			3/1
Bank Bills, on demand	3/2	Credits, at 4 months' sight	3/0
ON INDIA, T. T.	218	ON Demand	220
ON SHANGHAI—			71
Bank, T. T.		Private, 30 days' sight	72

EXPORT CARGOES.

Per *Oceanic*, str. for Yokohama—6,579 bags
Sugar, and 304 packages Merchandise. For
San Francisco—22,369 bags Rice, and 7,708
packages Merchandise. For Ports beyond San
Francisco—13,080 bags Rice, 2,280 packages
Merchandise, and 16 cases Silks. For Overland
Ports—217 bales Raw Silk, 3 cases Silks, and
12 packages Merchandise.
Per *Rio de Janeiro*, str. for Yokohama—2,525 bags
Sugar, and 440 packages Merchandise. For San
Francisco—21,668 bags Rice, and 5,434 packages
Merchandise. For Ports beyond San
Francisco—7,100 bags Rice, 2,531 packages
Merchandise, and 25 cases Silks. For Overland
Ports—173 bales Raw Silk, and 10 cases
Silks, and 4 packages Merchandise.
Per *Gaelic*, str. for Yokohama—2,525 bags
Sugar, and 440 packages Merchandise. For San
Francisco—21,668 bags Rice, and 5,434 packages
Merchandise. For Ports beyond San
Francisco—7,100 bags Rice, 2,531 packages
Merchandise, and 25 cases Silks. For Overland
Ports—173 bales Raw Silk, and 10 cases
Silks, and 4 packages Merchandise.
Per *Iton*, bark for Honolulu—281 jars Soy, 72
packages Matting, 603 packages Tea (unknown),
174 boxes Sugar, 545 bags Beans, 85 bags Rice,
574 boxes Nut Oil, 76 boxes Tobacco, 25 packages
Rattan Chairs, 2,231 pieces Stones, 575
packages Samshoo, 37 packages Fire Crackers,
and 9,267 packages Merchandise.

OPPIUM MARKET.—THIS DAY.

NEW MALWA, per picul.....	8480
(Allowance, Taels 4 to 32).....	660
OLD MALWA, per picul.....	660
(Allowance, Taels 16 to 32).....	660
NEW PATNA, (first choice) per chest.....	6280
NEW PATNA, (bottom) per chest.....	5280
NEW PATNA, (second choice) per chest.....	5950
NEW BENARES, (bottom) per chest.....	575
NEW BENARES, (bottom) per chest.....	570
NEW PERSIAN (best quality) per picul.....	550
OLD PERSIAN (best quality) per picul.....	500
OLD PERSIAN (second quality) per picul.....	475

CHINA COAST METEOROLOGICAL REGISTER.

5th February, 1889.—At 4 p.m.

STATION	Wind.	Wind.	Wind.	Wind.
Whampoa	W	N	S	E
Tolo	W	N	S	E
Nazaki	W	N	S	E
Shanghai	W	N	S	E
Hainan	W	N	S	E
Hainan	W	N	S	E
Hainan	W	N	S	E
Hainan	W	N	S	E
Manila	W	N	S	E

6th February, 1889.—At 10 a.m.

Post Office.

A MAIL WILL CLOSE

For Manila.—Per *Nansing*, to-morrow, the 7th instant, at 2:30 P.M.
For Straits and Bombay.—Per *Thibet*, on Friday, the 8th instant, at 11:30 A.M.
For Nagasaki, Kobe, and Yokohama.—Per *General*, on Friday, the 8th instant, at 11:30 A.M.
For Singapore.—Per *Hesperia*, on Friday, the 8th instant, at 11:30 A.M.
For Sandakan, Kudat, and Labuan. Per *Monmon*, on Friday, the 8th instant, at 3:30 P.M.
For Saigon.—Per *Cicero*, on Friday, the 8th instant, at 4:30 P.M.

For Port Darwin, Brisbane, Sydney, and Melbourne.—Per *Jinan*, on Friday, the 8th instant, at 5:00 P.M.

For London, &c., via Suez Canal

London, via Suez Canal

Havre, Hamburg, &c.

Havre, Hamburg, &c.

Bremen, & Ports of Call.

Genoa, via Bombay, &c.

Trieste, via Straits, &c.

New York.

San Francisco, via Yihama

Vancouver, B.C., via Yihama

Sydney, Melbourne, &c.

Tsing, Straits and Bombay.

Batavia, via Straits.

Thibet.

Camorta.

Sandakan, via Spore, &c.

Yokohama, Kobe, &c.

Nagasaki, Kobe, &c.

Cardigani.

Shanghai, via Amoy.

Antonor.

Nanning.

Swatow, Amoy, &c.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS	FROM	DATE DUE	AGENTS
Glenlyon	London	February 9th	Jardine, Matheson & Co.
Maria Teresa	Trieste	February 9th	Austro-Hung. Lloyd's Co.
Cardiganshire	London	February 9th	Adamson, Bell & Co.
Khiva	Bombay	February 10th	P. & O. S. N. Co.
Menelaus	Liverpool	February 10th	Butterfield & Swire.
Antenor	London	February 10th	Butterfield & Swire.
City of Peking	San Francisco	February 15th	Pacific Mail S. S. Co.
Parthia	Vancouver	February 20th	Adamson, Bell & Co.
Arabie	San Francisco	February 26th	O. & O. S. S. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION	VESSELS	AGENTS	DATE OF LEAVING
London, &c., via Suez Canal	Peninsular	P. & O. S. N. Co.	Feb. 13th, at noon.
London, via Suez Canal	Deccan	Butterfield & Swire.	To-morrow.
Havre, Hamburg, &c.	Merionethshire	Adamson, Bell & Co.	Feb. 14th, at 10 a.m.
Havre, Hamburg, &c.	Hesperia	Siemens & Co.	Feb. 15th, at noon.
Bremen, & Ports of Call.	Carlopolis	Melchers & Co.	Feb. 16th, at noon.
Genoa, via Bombay, &c.	Strathleven	Austro-Hung. Lloyd's Co.	About Feb. 15th.
Trieste, via Straits, &c.	City of Peking	Adamsen, Bell & Co.	Feb. 21st, at noon.
New York.	Peninsular	P. & O. S. N. Co.	Feb. 21st, at 1 p.m.
San Francisco, via Yihama	City of Peking	Pacific Mail S. S. Co.	Feb. 21st, at 4 p.m.
Vancouver, B.C., via Yihama	Belgic	Adamson, Bell & Co.	Feb. 21st, at 4 p.m.
Sydney, Melbourne, &c.	Batavia	O. & O. S. N. Co.	Feb. 21st, at 4 p.m.
Tsing, Straits and Bombay.	Camorta	Butterfield & Swire.	Feb. 21st, at 4 p.m.
Batavia, via Straits.	Sandakan	P. & O. S. N. Co.	Feb. 21st, at 4 p.m.
Thibet	Iphigenia	Siemens & Co.	Feb. 21st, at 4 p.m.
Yokohama, Kobe, &c.	Gwalia	P. & O. S. N. Co.	Feb. 21st, at 4 p.m.
Nagasaki, Kobe, &c.	Cardigan	Adamsen, Bell & Co.	February 10th.
Shanghai, via Amoy	Menelaus	Butterfield & Swire.	February 12th.
Antonor	Butterfield & Swire.	Jardine, Matheson & Co.	February 14th.
Nanning	Butterfield & Swire.	To-morrow, at 3 p.m.	To-morrow, daylight.
Swatow, Amoy, &c.	Thales	Douglas Lapraik & Co.	To-morrow, day light.

To be Let.

TO LET.

TWO ROOMS, No. 13, Shelley Street, with or without BOARD.
Apply to A. B. C., c/o Hongkong Telegraph Office, Hongkong, 9th January, 1889.

TO LET, FURNISHED.

AT THE PEAK, "DUNFORD," A FIVE ROOMED HOUSE WITH TENNIS COURT. Possession from the 1st instant to the 31st March, 1889, or 1890.
Apply to J. Y. V. VERNON, Hongkong, 3rd November, 1888.

TO LET.

AT THE PEAK—"LA HACIENDA," formerly occupied by Sir George Phillipps.
Apply to H. N. MÖDY, Victoria Buildings, Hongkong, 12th December, 1888.

TO LET.

A BUNGALOW in a Garden at Kowloon, with Lawn Tennis Court attached, situated on the Dock Bay.
Apply to F. V. RIBEIRO, Hongkong, 30th January, 1889.

TO LET.

NO. 3, WEST TERRACE. Apply to G. C. ANDERSON, 13, Praya Central, Hongkong, 29th January, 1889.

TO LET.

ROOMS in "COLLEGE CHAMBERS." Apply to DAVID SASSOON, SONS & CO., Hong